

east lake sammamish trail

Master Plan Trail

Draft EIS Briefing

Brief Project History

- King County acquired the railbanked corridor in September 1998.
- In 1999, King County began public outreach, formed a citizens advisory group, and conceived the idea of phased development.
- Interim Use Trail
 - Completed in 2006.
 - Expires in 2015 in the absence of additional environmental review.

Project History (continued)

- Master Plan Trail
 - Notice of Intent published in January 2001.
 - Public and agency scoping Jan. – May 2001.
 - Discipline reports completed by Dec. 2005.
 - Draft EIS to be published in October 2006.

SEPA/NEPA Process

- Issue Draft EIS
- 45-day public comment period
- Issue Final EIS
- Issue NEPA Record of Decision
- Issue SEPA Notice of Action Taken

DEIS Review

- King County (FMD, Parks, Roads, PA, DDES)
- WSDOT (Local Programs, wetlands and water specialists)
- FHWA (Engineer and Legal Sufficiency)
- Interdisciplinary Team – purpose, need, and range of alternatives
- Citizens Advisory Group – preliminary alternatives.

Project Purpose

- The purpose of the proposed project is to design and construct an alternative non-motorized transportation corridor and multi-use recreational trail along the former BNSF railroad corridor on the east side of Lake Sammamish.

Project Need

- To provide a commute option to the local roadways.
- To accommodate the expected range of recreational users in a safer manner.
- To provide a critical link in the regional trails system.

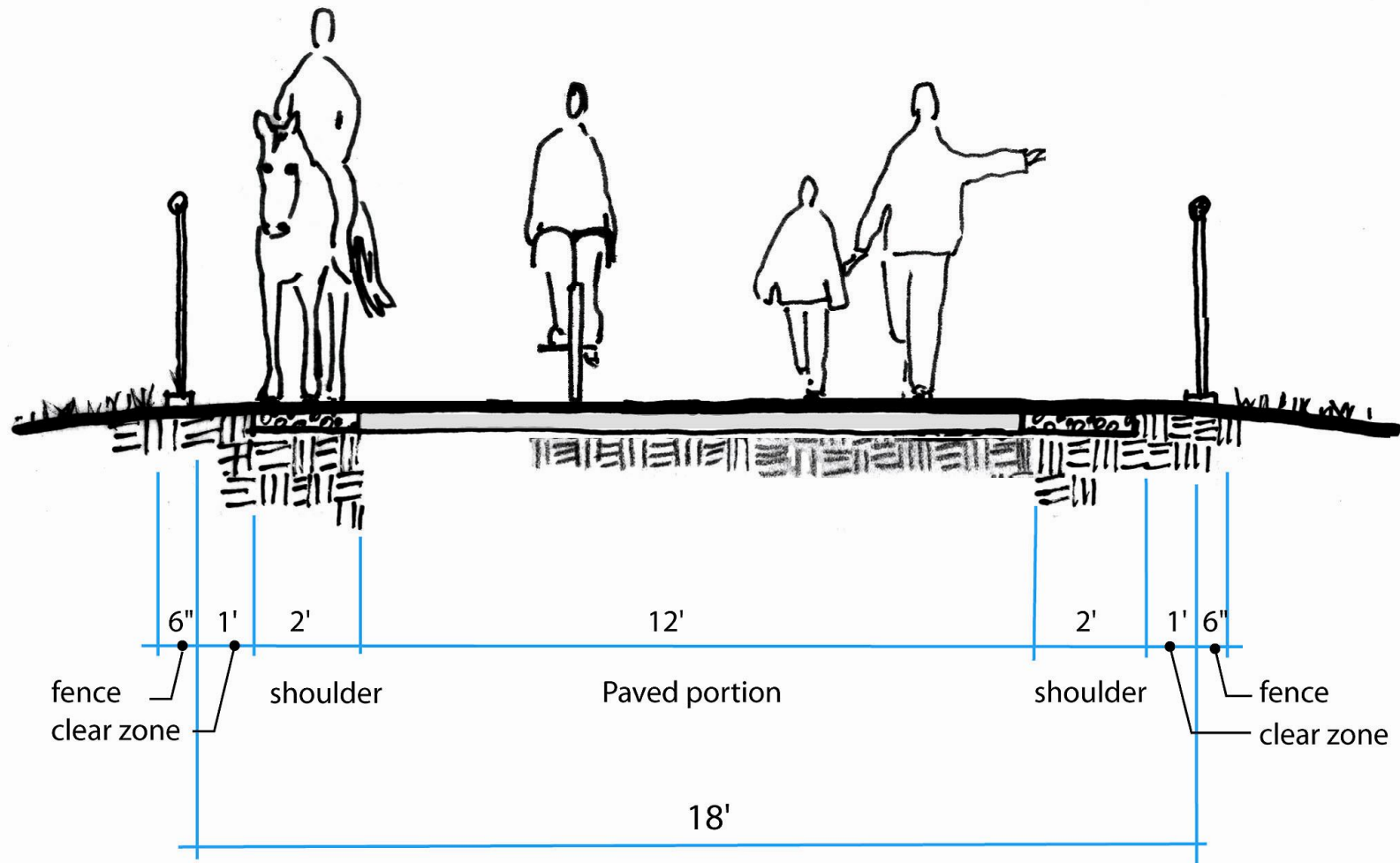
Major Features

- For most Build Alternatives:
 - Paved trail surfacing
 - Wider surface compared to the existing trail
 - New restroom and parking facilities
 - Stormwater management system
 - Retaining walls
 - Improved public access

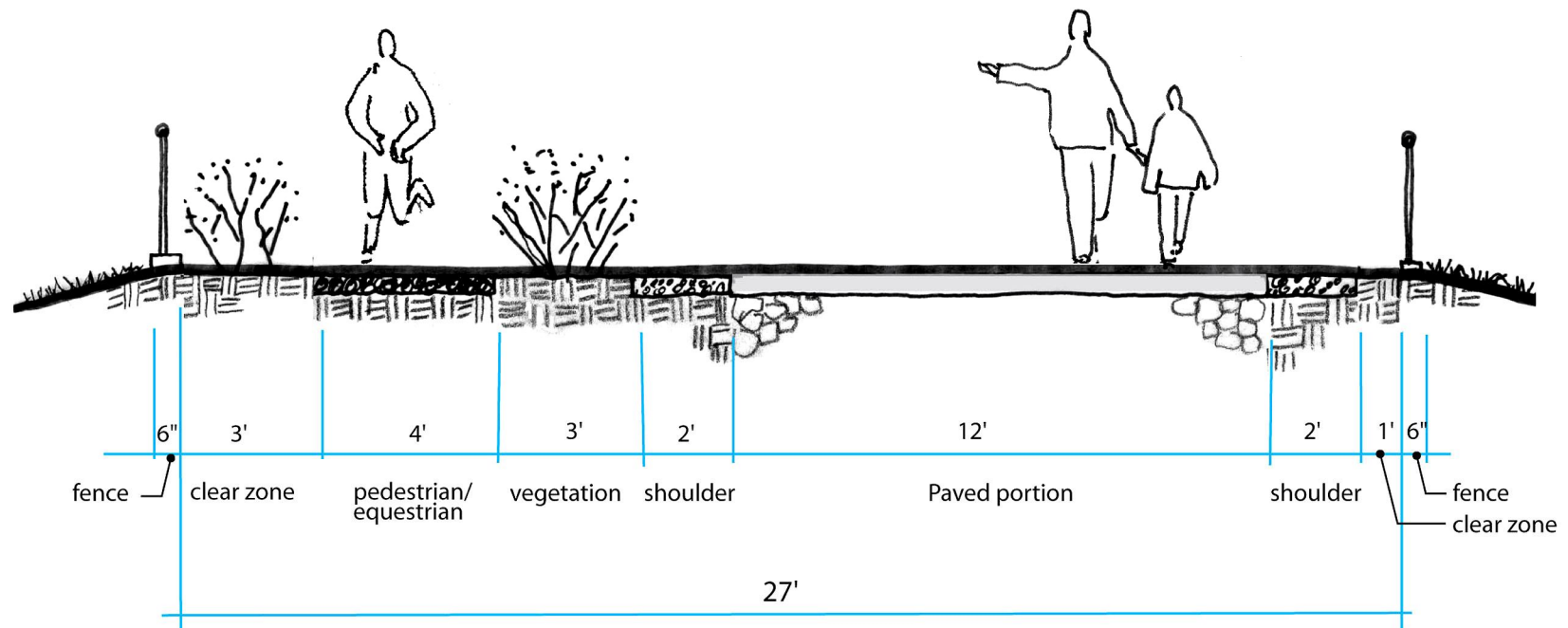
Alternatives Considered

- No Action Alternative
- Continuation of the Interim Use Trail Alternative
- Corridor Alternative (preliminary preferred)
- East A Alternative
- East B Alternative

Corridor Alternative



Corridor Alternative



Corridor Alternative

- In applying the typical sections and aligning the trail within the railbanked corridor, we tried to avoid:
 - Restricting or eliminating access
 - Removing significant trees
 - Eliminating stormwater conveyance capacity
 - Impacting streams and higher quality wetlands

Corridor Alternative

- 2004 Engineering Estimate of Cost
 - \$35 M for design, permitting, and construction
 - \$8.4 M for structures (primarily retaining walls)
 - \$5.3 M for parking, restrooms, access

Corridor Alternative

- Key Considerations / Questions
 - Should equestrians be accommodated on some or all portions of the trail?
 - Is a wider shoulder or separated soft-surface trail worth the additional cost and environmental impacts?

East Alternatives

- Originally the Rundle/Haro plan; modified as follows:
 - Follows the Rundle/Haro alignment except in a few places.
 - Has 12 feet of pavement and two 2-foot shoulders when away from the railbed.
 - Uses the Corridor Alternative typical section when located on the railbed.
 - Does not require changes to adjacent roadways.
 - Located with respect to the roadway as directed by the City of Sammamish.

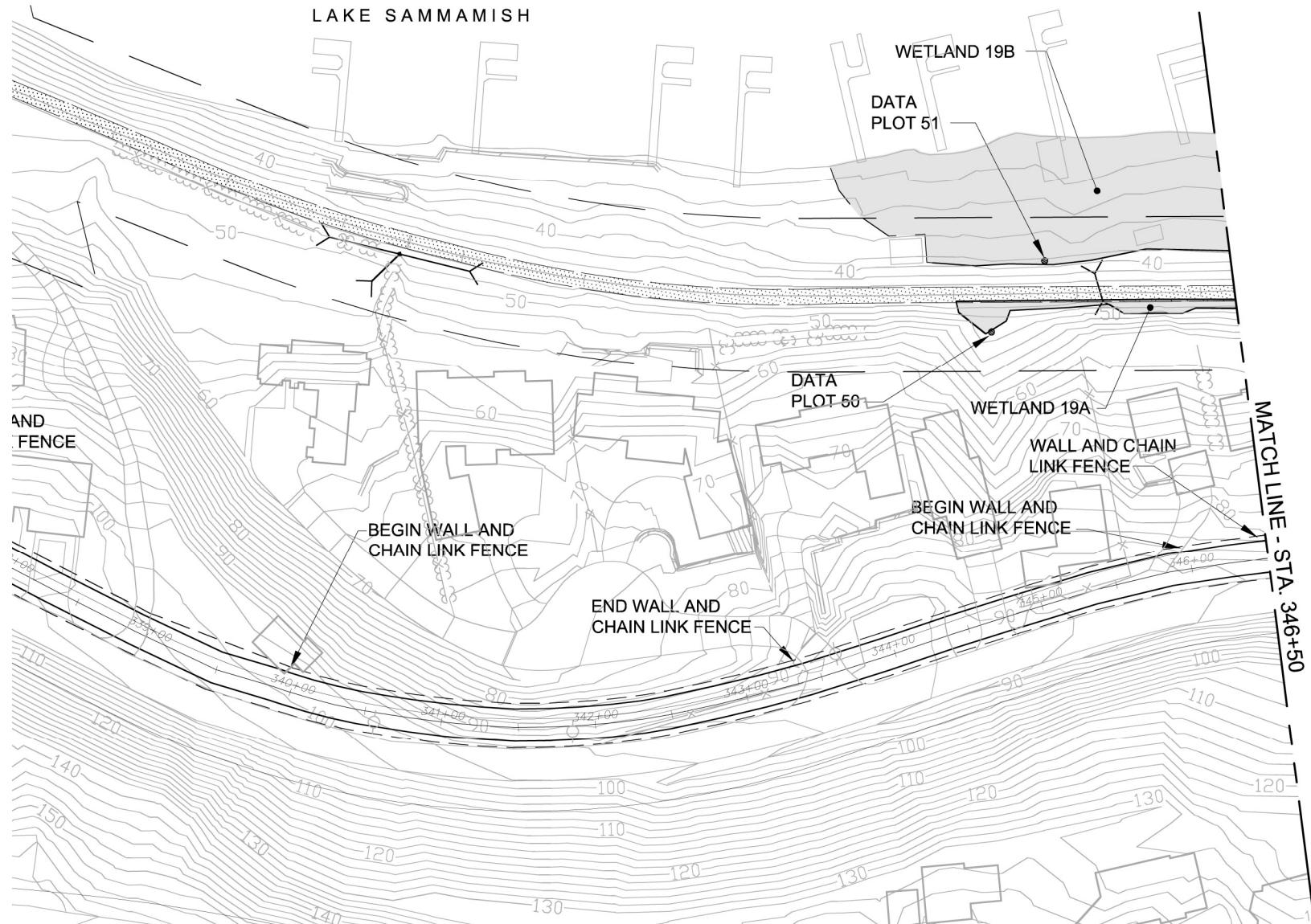
East A Alternative

- Where the multi-use trail leaves the railbed, equestrian and pedestrian use would continue on the existing Interim Use Trail (in the railbanked corridor).
- Where the multi-use trail is located on the railbed, the same typical section as used for the Corridor Alternative is applied.

East B Alternative

- Where the multi-use trail leaves the railbed, the railbanked corridor would be closed to public use.

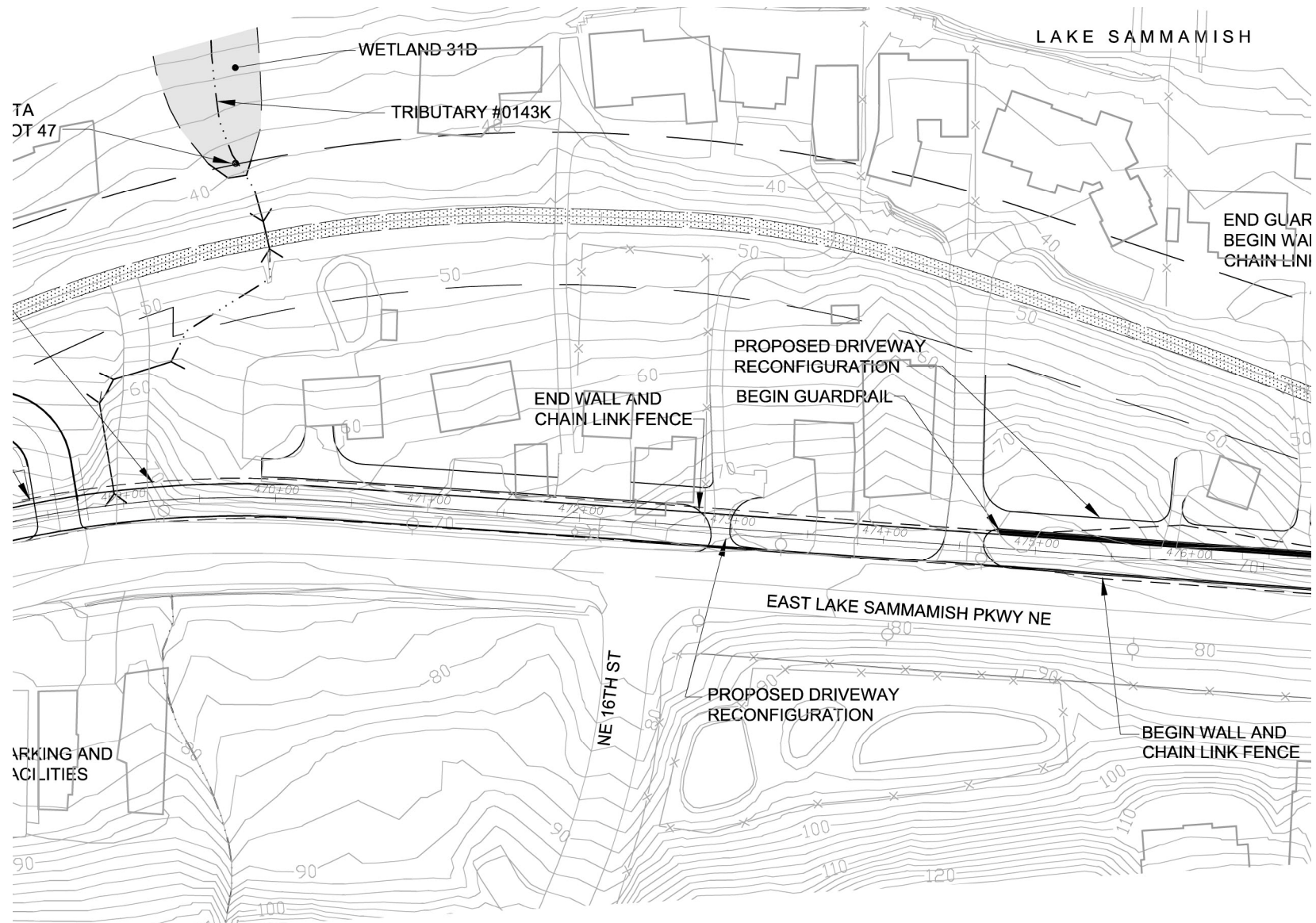
East Alternatives



East Alternatives

- 2004 Engineering Estimate of Cost
 - \$69 M for design, permitting, right of way acquisition, and construction
 - \$22.0 M for right of way acquisition
 - \$13.1 M for structures (primarily retaining walls)
 - \$5.2 M for parking, restrooms, access

East Alternatives



East Alternatives

- Key Considerations / Questions
 - Potential roadway improvements plus the trail cannot be squeezed into existing ROW.
 - Why would the County consider a trail alternative that would displace residents?
 - Can the City of Sammamish offer any relief?
 - Could Rundle/Haro have been designed differently?

Comparison of Impacts

- The Continuation of the Interim Use Trail Alternative has far less environmental impacts but does not achieve the County's objectives for an urban, multi-purpose regional trail.
- Many of the impacts between the Corridor Alternative and the East Alternatives are similar. Biggest differences are private property impacts and cost. Point of contention is safety.

Comparison of Impacts

Impact	Corridor Alternative	East Alternatives
New impervious surface	26 acres	24 acres
Wetland fill	1.04 acres	1.19 acres
Culvert work	18 streams	22 streams

Other Anticipated Questions

- Trail width/configuration
- Intersections
- Implementation
- Stormwater

Public Involvement

- 45-day comment period from 10/6-11/20.
- Public hearing on 11/9.
- Citizens Advisory Group – reconvened in later September / early October.
- Other informal opportunities.
- Design / permitting phase opportunities.

Citizens Advisory Group

- Focused on issues / areas where their input can make a difference:
 - Some design details
 - Identification of impacts
 - Mitigation opportunities or ideas
 - Implementation plan

Next Steps

- Balance of 2006 – Review comments, coordinate with the CAG, local jurisdictions, WSDOT, and FHWA.
- First half of 2007 – Complete biological assessment, submit and complete ESA process.
- Second half of 2007 – Issue Final EIS and then NEPA ROD and SEPA Notice of Action taken.

Looking to the Future

- Carefully crafted decision
- Implementation plan
 - Phasing
 - Funding
 - Permitting strategy
 - Public involvement